

**PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT**

TAU - 3205

T.H. 35

S.P. 7080-03

South Scott County Line to CMSTP&P RR

Prepared: September, 1963

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T. S. Thompson

September 6, 1963

Johan Nygaard

TH 35, SP 7060-03, South Scott County Line to CMSTP&P RR.

This report is submitted in response to your August 6, 1963 request for Heavy Commercial ADT for the project location as shown on the map on page 2.

For each segment numbered on the map on page 3, the following data are tabulated on the form on page 4:

- Vehicle Type Distribution
- Total ADT
- Total Heavy Commercial ADT
- Total DHV Without Directional Distribution
- Directional Distribution of DHV

The basic data, method and assumptions are presented on page 5.

This traffic request was initiated by A. Rindahl.

JN:dt
BB

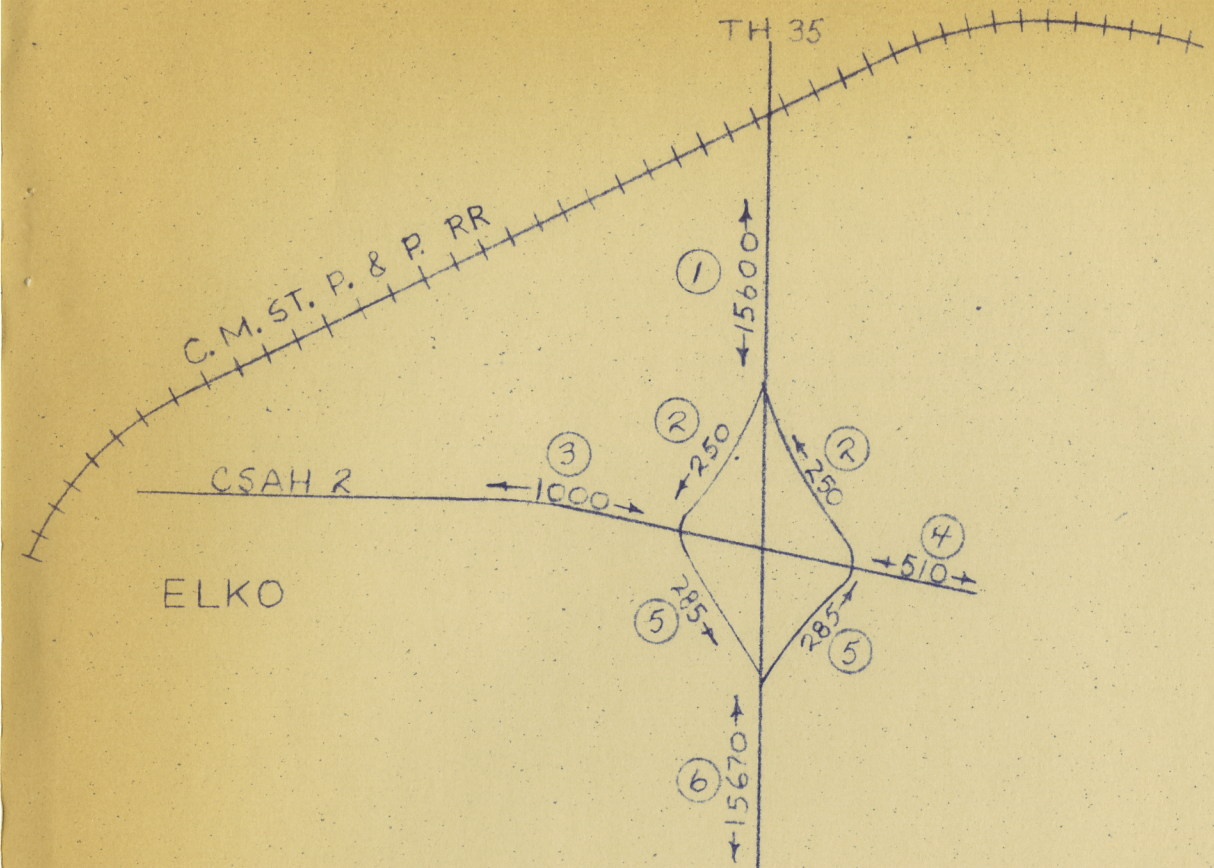
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STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP



Project Location
SP 7060-03

- 2 -



T.H. 35
 SO. SCOTT COUNTY LINE TO CMSTP&P RR
 Legend
 Segment Number 6
 1975 ADT 15670

SCOTT CO
 RICE CO

TRAFFIC ESTIMATE DATA

Design Year 1975 Part of

FOR

T.H. 35 S.P. 7080-03 Length Miles
County Scott Location South Scott County Line to
CMSTP&P RR

BASED ON

1975 ADT From Traffic Analysis Unit

SHOWING

Total ADT on Segments 1 Through 6 AsDefined on Attached Index Map

VEHICLE * TYPE	Segment Number											
	1	2	3	4	5	6						
0	13520	218	876	448	250	13584						
1	568	14	56	30	15	570						
2	222	12	50	22	12	222						
3	94	1	2	0	0	92						
4	544	1	4	2	2	546						
5	520	1	4	2	2	522						
6	132	3	8	6	4	134						
Total ADT	15600	250	1000	510	285	15670						
Total H. Comm. ADT	2080	32	124	62	35	2086						
Total DHV	2168	28	110	56	31	2174						
Directional Distribution	60/40	55/45	55/45	55/45	55/45	60/40						

* Vehicle Type Code

0 = Passenger cars and 4 tire trucks 4 = Tractor-truck or semi-trailer - 4 axles
 1 = Single unit - 2 axle - 6 tire trucks 5 = Tractor-truck or semi-trailer - 5 axles
 2 = Single unit - 3 axle trucks 6 = Buses and trucks with trailer
 3 = Tractor-truck or semi-trailer - 3 axles

- 4 -

Basic Data, Method and Assumptions

The 1975 ADT on TH 35 was estimated by application of the BPR formulas on forecasting. These formulas were applied to the 1956 origin and destination study on rural trunk highways in the corridor of TH 35.

The 1975 ADT for CSAH 2 includes the expected future travel from adjacent secondary roads which will be severed by TH 35. The distribution of this travel onto the CSAH ramps was accomplished by application of the laws of retail gravitation.

The vehicle type distribution for TH 35 was based on trends of annual vehicle classification counts recorded for TH 65 northwest of Lakeville. In addition, traffic diverted from six trunk highways in the corridor of TH 35 was included in the vehicle type totals.

The vehicle type distributions for CSAH 2 and for the ramps was based on an average of seven vehicle classification counts recorded on local rural roads having the same travel characteristics.

All traffic data is in substantial agreement with the 104b (5) Study.

Segment 6, having the highest 1975 ADT has a 1962 ADT of 5,500 on the parallel section of TH 65.

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